

his ways he did not know what would be the result. Taking into account his youth he would sentence him to three years on each of the counts but they would all run concurrently.

The case against Tsou Sam for offering a bribe to a public servant with a view to influence his conduct, was then proceeded with. The Hon. H. E. Pollock (Att. Gen.) prosecuted. The Prisoner was undefended but pleaded "not guilty" and said that she tendered the \$10 in payment of rent for a stall and asked for mercy as she had some young children who were dependent upon her.

His Lordship decided that the case should go to trial.

The following gentlemen composed the Jury: Messrs. E. Mirow, C. M. Castro, A. N. Luke, W. H. T. Davis, M. A. Colaroso, A. Sinclair and J. Lemm.

The Acting Attorney General in opening the case said that the defendant was charged with offering on the 11th instant a bribe to Mr. Dwyer Ball, who at the time was acting as Assistant Registrar General. The evidence will show that defendant had applied five or six times, for permission to erect a pork stall and apparently under the impression that it would facilitate matters, had given to Mr. Ball an envelope containing two banknotes one of \$10 and the other of \$5 in value, addressed D. Ball Esq. Mr. Ball's duties at that time being to look after the letting of the stalls. At the police station when charged with the crime she admitted having given the money to Mr. Ball.

Evidence was then called. The Jury brought in a verdict of "Guilty." His Lordship in passing sentence said that if a European had been convicted for the same offence, he would have been imprisoned for six months but as it was a Chinese woman, who evidently was not cognizant of the gravity of the crime, he would only sentence her to pay a fine of \$25 or in default go to prison for one month.

FROM OUR AMERICAN EXCHANGES.

BRITISH HAYONETTERS AT MAKING.

LONDON, November 15th. A dispatch to the *Daily Mail* from Making, sent by way of Makapili, because the runners sent southward were unable to traverse the Boer lines, gives an interesting account of the fighting during the last week in October. The correspondent says:

After the failure to rush the town, General Cronje had recourse to the tactics employed during the siege of Potchefstroom in 1881, making an advance to the town by a succession of trenches in echelon. Such a movement had been anticipated by us for some time, and for that reason there had been sent out parties to worry the Boers incessantly by night attacks. These tactics the enemy disliked, but he contented himself with a daily shell fire, which exposed him to little personal risk. Then Colonel Baden-Powell played his trump card by sending out Fitz-Clarence's party to worry the occupants of trenches. The little force stole out silently in the darkness. No shot was fired, and the men, with fixed bayonets, creeping rather than walking along, approached the chief Boer position near the race course. Then, as they closed in, there was a shrill scream. It was Fitz-Clarence's whistle and the signal for the assault.

A ringing cheer, which the listeners back in camp caught up, was the only reply as the party dashed into the trenches. There was a short struggle, the attacking forces catching and bayoneting Boers under the tarpaulins, where they crouched, crying for mercy. At least fifty bayonets got to work and the havoc they wrought was terrible.

For just a moment there was no systematic return fire, but then a perfect hailstorm of bullets poured in from the trenches to the rear. Again Fitz-Clarence's whistle sounded. It meant "cease firing and scatter homeward." The British forces scattered, creeping back under the furthest fire in the darkness to the appointed rendezvous, where the roll was called.

Colonel Baden-Powell met and congratulated Captain Fitz-Clarence and his men upon their splendid work, saying that it was a heavy price to pay, but that the Boers had to be stopped making rifle trenches within the range of the town. The members of the party are now the envy and pride of the garrison. Even the Boer commander, Botha, expressed admiration of the attack, and added that he would take Making before long, for he meant to do one thing or the other quickly.

A ringing cheer, which the Volunteer band playing in the women's jagger. All Sunday night the Boers poured a rifle fire into the town. It was still going after dinner Sunday evening, when Colonel Baden-Powell hoisted a red lamp on the communique, which was the scene of Captain Fitz-Clarence's night attack. The result answered splendidly. The moment the light appeared the Boers opened fire and their fusillade lasted the whole night through.

There has been a tremendous waste of ammunition. Indeed, it is estimated that 30,000 rounds of ball cartridges were wasted on the occasion of the night attack on the Boer trenches. Double rations have been served out to the men, who are under shelter, so as to be on the safe side if the Boers should sweep the town by a long rifle fire. The garrison is hanging on finely. Colonel Baden-Powell has the fullest confidence in everybody, and especially in the matter of implicit obedience to the order to hold the fire until the Boers get to close range.

The shelling continued all Sunday at intervals. About 4 o'clock in the afternoon General Cronje sent in a flag of truce, giving Making a chance to surrender at the eleventh hour. While the flag was receiving attention the heavy bombardment continued.

The dispatch then describes General Cronje's great attack of Monday, the details of which have already been obtained from Colonel Baden-Powell's official dispatch.

"The end came," says the correspondent, "after five hours' fighting. The enemy retired, being heavily beaten for all time, so far as Making is concerned. It was the hottest day of the siege, and the firing was terrific. The Boers evidently recognizing that the only way into Making, if any, was by a kopje which was gallantly defended by Colonel Walford's men. The garrison is jubilant, while the Boers have been hurled back in disorder, one of the jaggers and will have to content themselves with a long-range bombardment until they are strongly re-enforced."

"The enemy, lost heavily. For hours after their fighting line had been rolled back two wagons went slowly along their positions, picked up the dead, and wounded. The kopje resembled a shambles after the fight. All the dead were killed by bullets or shells. The lookout tower was shot to pieces, while even the saddles of the horses were fearfully battered about. The whole place was simply smashed up by the concentrated fire of seven guns and the rifle."

"The Boers at first held on to their advance pluckily, but they could not live when they came to short range, the men being shot down at 300 yards."

"The enemy is expected to draw off early in order to defend Pretoria. There is still no news from the south. As I send this message off, 6 p.m. Boers have gone south with wagons and have commenced shelling."

FROM OUR EXCHANGES.

Lord Salisbury on the War.

Speaking at a banquet in London last night Field-Marshal Lord Wolsey said that during the past two years the Transvaal Government imported 150,000 rifles and 300 cannon. Her Majesty the Queen, telegraphing to the company assembled at the annual dinner in celebration of the battle of Inkerman, at Portsmouth, said that the present war in South Africa vividly recalled the Crimean campaign. Her Majesty added that she was sure the veterans were proud of their younger comrades fighting in South Africa. The Queen has subscribed £1,000 to the War Relief Fund, and the Prince of Wales £262.

(From Dutch Sources.)

November 23th. The British Government announced that the loss of the Transvaal since the war began came to 200 killed and 200 wounded; most of them have already recovered. [That is as good a story as Dr. Leyds has invented yet.]

November 24th. General Joubert says that all hope of relief for Ladysmith must be abandoned. He gives also his personal assurance, that the whole of General White's army will have to capitulate.

A FRENCH VIEW. A French paper says:—The British forces are not yet all landed; they are not even completely mobilised and embarked, and recruiting sergeants are travelling through certain European countries—namely in Alsace-Lorraine—knocking at the doors of farmhouses and offering large sums for recruits for the war.

"Hardi Los Boers!"

NOW FOR REVENGE.

(L'Avenir du Tonkin.)

There is not a Frenchman in Tonkin who does not thrill with pleasure, and who does not applaud, at the news of the successes of that little South African nation, the Transvaal.

In spite of our national and proverbial gallantry it is with a wide Rabelaisian laugh that we contemplate the first-class "spanking" (la malresse "fessée") received, since the affair began by that old coquette Albion.

I know very well that the Boers and their President, the austere Kruger, have for volatile France only a moderate sympathy. Amongst these fierce Protestants, the *Commandants* of the 19th Century, the memory of the Edict of Nantes and of the holy horrors committed by the dragons of King Louis XIV., at the instigation of that old renegade of a widow—Scarron's *Mme. de Maintenon*, has remained vivid. But that does not matter. We French admire bravery even amongst our worst enemies. Blessed be their hand, which returns on the British, the slap received by us at Fashoda.

Oh these English, whose philosophy may be summed up in the one word *Egotism*. Everywhere conquerors; everywhere at home, Knave as well as rich. Masking under the gold of "pounds" the inhuman discharge of their *balles Doum-Doum*: whilst sepulchres whose hypocritical modesty, is offended at our acts and affairs, and interferes in our private concerns, in what terms! We know but too well for the last little while.

And Ireland, and Egypt, and India? We say nothing. What is the good? For all is permitted to the faithful subjects of His Queen. They have arranged the world in a regular pattern, thanks to their powerful navy. Their colonies carry on like prostitutes, these fair-haired pimps adorned with three-decker warships.

But let them look out! The hour has sounded; the downfall is at hand. From this point of Africa in revolt against their monstrous demands, must arise the movement. "Hardi! les Boers, tenez bon!" Whilst you are concentrating your forces at the Cape the Russian King is advancing towards India; China has her irresistible attractions; and the question of Egypt is not yet definitely settled.

It would need but little to throw the Zulus upon you; if it were explained to them that they had some advantages to derive from your defeat, the *assagais* would take anew their flight, to plant themselves in your red tunics.

And, I repeat, we shall sincerely rejoice at this, in spite of the politicians who yet dare to recognise our Anglo-philic policy. As if it were possible to ally ourselves with a nation whose sword has always been cast in the balance at the last moment, to decide the victory in accordance with its personal interests.

It is no longer the time when a gangrenous King and the caprices of a shameless courtier will permit you to crush a Duplex and to steal our colonies. We shall have our revenge for India, for Bourbon, for Canada, and for Egypt. There is an immutable justice for nations as well as for men.

"Her fortunes were prosperous up till the present, but to-morrow... *Chi lo sa!*" That is why all good Frenchmen of the Colonies and of the Mother-country alike, will repeat, with me—

"Hardi, les Boers!!"

Seizure of Wireless Telegraphic Plant. CAPE TOWN, November 9th. Preparations for the reception of the Army Corps are being continued with unabated activity. Cable have been formed and railway transportation has been thoroughly organised. The authorities at Cape Town have seized a complete wireless telegraphic plant on board a vessel. The apparatus was consigned to a private firm in Delagoa Bay, and was obviously destined for the Transvaal. The Government official's suspicion was aroused owing to the anxiety of certain Transvaal sympathisers to obtain the immediate transmission of the particular package to Delagoa Bay. But for his official connection with a certain European Government, the anxious sympathiser would have been arrested.

Firing on the Geneva Flag.

LONDON, November 10th. The War Office has issued the following:—A report having appeared in the South African papers that our artillery fired on the Geneva flag, General Buller telegraphs the following account of the incident:—Given to the *Standard and Digges' News* by the Rev. Dr. Martens, a Dutch clergyman with the Boers: "Directly after the first cannon shot the English thought our men were at the railway station, and fired there. They were not; but one of the shots went through an ambulance. As soon as they found their mistake they ceased firing." The ambulance, in accordance with the usages, should have been three miles from the field of battle, so the ambulance cannot claim any English broke the usages of civilised warfare. I do not think the English would have fired on them had they known this. It was unintentional."

Canada's Big Offer.

AN ENTIRE BRIGADE LOW SOUTH AFRICA. OTTAWA, November 2nd. In view of the disaster at Ladysmith the Cabinet to-day decided to offer a second contingent for Africa.

The Imperial Government has been asked to state the number of men wanted, and orders were sent out to-night to arrange for their departure at an hour's notice, and to prepare stores, supplies, uniforms, and so forth.

General... blank forms ready... strong should need... that a regimental... Enough applications from officers... have already come in to form a regiment... taken as a precautionary step... The question of calling Parliament or not depends upon England's reply... Offers to raise cavalry, artillery, and infantry are pouring in from every part of Canada... The presence is announced in Paris of Dr. W. J. Leyds, the Transvaal envoy to Europe, whose headquarters are at Brussels. It was reported recently that he subsidised a certain section of the French Press to the extent of £10,000 per month. The French newspapers are full of ludicrous reports of great Boer victories, and even go so far as to attribute the most wanton cruelty to the British. They report that the 5th Lancers then cut down Boers to Maxim guns and then cut them to pieces.

AT LADYSMITH. The engineers at Ladysmith have been daily occupied in strengthening the defences of the town. Entrenchments have been extended in all directions, and the surroundings of the town have been extensively mined. The ground is honeycombed with bombofroy excavations for the protection of the inhabitants against the enemy's shells. Lieutenant R. G. Hooper, of the 5th Lancers, who was at Estcourt, has managed to traverse the Boer line. He has regained Ladysmith, and has rejoined his regiment. It appears that the investment of Ladysmith from the south is very loosely conducted by the Boers, who are in scattered parties.

The Naval guns continued to be magnificently handled, and the Lyddite shells have wrought fearful havoc. So accurate has been the aiming of the Lyddite shells that the heavy siege guns and many of the 40-pounders which belong to the enemy were silenced for the space of four hours. It is believed that during the past few days General Joubert's forces have suffered heavily from the artillery shells, also that they are in sore straits through scarcity of food. From the first commissariat arrangements of the Boers have been of the most primitive description. The lurchers were so confident of being able quickly to overthrow the British forces at Dundee and Ladysmith that they took comparatively little trouble to ensure the arrival of food supplies at proper times. Their opinion was that the campaign would be brief, and that it would terminate by their taking possession of Pietermaritzburg along with all the British stores.

Further particulars have been received with reference to the energetic defence of Making by the Boer commander, wished to construct a series of trenches in echelon fashion, but the British prevented the work from being carried out by means of a series of night-surprises. The Boers, while bombarding the cannon which was placed on a kopje at a corner of the town, in their attack of the 31st ultimo, were allowed to get within 600 yards of the British lines. Colonel Walford, of the South African police, then gave orders to open fire on them from the kopje with Maxims and rifles. Simultaneously they were assailed by a cross-shrapnel fire from the town. The enemy thus caught between two fires quickly retired, their casualties numbering about one hundred.

In spite of the many unsuccessful attempts made by the Boers to capture Making, they have again delivered a general assault upon the British positions. As before, the Protectorate Regiment made a gallant defence. The Boers were thoroughly defeated, and were driven back with very heavy loss. The enemy had 50 killed, besides many wounded, while the British casualties were trifling. Colonel Baden-Powell's defence of Making affords a remarkable proof of what a small body of men can effect against enormous odds. The entire force under Colonel Baden-Powell's command is not more than 1,000, and it is estimated that Making is surrounded by 7,000 Boers. In spite of this great inferiority in numbers the Making garrison holds its own. To a large extent this success is due to the skill shown in the construction of the defences. The trenches are excellently constructed so as to defy the enemy's attempts to storm the town, and to minimise the losses sustained by the garrison during engagements with the enemy. High mud walls have been thrown up. They are solidly built, and they withstand the fire from the enemy's 40-pounders, and even from the heavier 94-pounders. The Boers keep up an incessant fire on the town, but it is quite harmless, and no damage is done. In fact, it is merely throwing away ammunition, the enemy wasting shells at the rate of 200 per day.

The latest news to hand from Making, shows that the Boers on October 31st in sheer desperation, departed from their usual military tactics, and despite a heavy fire from the defenders of the town, boldly attempted to capture some British cannon which were mounted on a hillock in a corner of the town. The enemy were repulsed with heavy losses.

THE LYDDITE SHELL.

ITS CONSTITUENT PROPERTIES.

The terribly destructive Lyddite shell, the use of which General Joubert declares to be inhuman, is not by any means a new invention, as it has been used for a hundred years as a dye, and is used to obtain that rich old gold colour on silk and satin. It is also used in one of the many departments of electro-plating. Lyddite, like most other explosives, is principally composed of nitric acid and carbon, but whereas glycerine is used as the carbon element in dynamite, charcoal in gunpowder, and butter in melenite, in Lyddite the carbon is in the form of phenol. Phenol is another form of Chump's disinfectant, and, in fact, most disinfectants contain phenol in one form or another, and in appearance and odour it resembles tar, and turns a milky colour when mixed with water. There is no actual secret in making crude Lyddite.

A CLOSELY GUARDED SECRET.

The secret which is so jealously guarded is the name of the chemical added to the Lyddite to make it such a terrible explosive. There are several chemicals which, added to Lyddite give it a mild explosive force, but only about three times as powerful as dynamite. Among these are litharge and fulminate of gold. The process for making crude Lyddite is as follows, and it is quite harmless, except that it is poisonous: Pure phenol and sulphuric acid are mixed carefully, and slowly heated to 212 degrees (water boiling point). It is kept at this temperature for three hours, then allowed to gradually cool in the shallow dishes. When cool, it forms into amber-coloured crystals, which are carefully washed in distilled water; the acid being poured away and allowed to flow over it for 12 hours. It is then washed again, and 150 lbs. like lumps of pale-coloured resin, or more exactly like yellow prussiate of potash than anything else.

At this stage it will melt or become fluid, at the same temperature as resin, and is now ready to be used as one of the most useful ingredients in the science of electro gold and silver plating.

AN ACCIDENTAL DISCOVERY. Lyddite was accidentally discovered to be an explosive through a workman overturning some of it in molten form, and which, flowing along the floor, came in contact with another chemical, and caused a serious explosion. Subsequent experiments revealed the essential nature of the violent explosive as well as the conditions under which it is still being made. Experiments are still being made on exploded by a blow, advantages. It will not part of the price of dynamite, but one-twentieth and there need be no fear of making explosives. It will, in fact, do away with explosives factories.—S. M. Herald.

IRISH TREASON.

NO CAUSE FOR ALARM.

In the House of Commons last month, Mr. Balfour raised a tempest of laughter through the House by a delightfully clever answer to a question put by Mr. Seton-Karr as to what the Government meant to do to certain Irish members for alleged treasonable speeches. Mr. Willie Redmond was one of the offenders, and so he jumped up and wanted to know whether in expressing sympathy with Mr. Kruger he had not followed an example set by her Majesty's grandson, the German Emperor. The roars of mocking laughter which swept through the chamber had just a suspicion of lese majesty about them.

Then came Mr. Balfour's reply, which, in the circumstances, was perfect. He said "I was not aware that the hon. member framed himself on the august model to which he referred, but would point out that among other differences between the hon. member and the German Emperor—yells of laughter—is the fact that the German Emperor is not a British subject nor a member of this House. With regard to the substance of the question, if my memory serves me aright, support—I do not know if I ought to call it moral support—of a similar character has invariably been offered from the same quarter to those engaged in hostilities with her Majesty's Government irrespective of creed or race, or the theatre of military operations, or the cause of the quarrel. I have, however, no ground for thinking that this support has ever been regarded as of importance by the persons to whom it was offered—nor upon roars of laughter and cheering—and I would advise the House of Commons to take the same view."

NOTANDA.

CALENDAR.

DECEMBER. Meteorological means based on fifteen years' observations to 1898. Barometer..... 30.181 Thermometer..... 62.4 Humidity..... 64 Rainfall..... 0.983 TO-DAY. WEATHER REPORT. On date at 10 a.m. On date at 4 p.m. Barometer..... 30.04 29.95 Temperature..... 77 74 Humidity..... 66 76 Rainfall..... TO-MORROW. Monday, 18th December, 1899. Chinese—14th of 11th moon of 25th year of Kwang-shi. Sun—Rises..... 6hr. 35min. Sets..... 5hr. 13min. Moon—Full Moon Dec. 18th 8 a.m. High water—Morning..... 1hr. 30min. Afternoon..... 4hr. 30min. Low water—Morning..... 4hr. 30min. Afternoon..... 2hr. 29min. ANNIVERSARIES. 1845—Amateur Dramatic Club formed. 1845—Battle of Moodkee. 1862—Slavery abolished, U.S.A. 1867—Earthquake in Formosa. 1893—Beliefs Public School opened by Governor Sir W. Robinson. 1897—Two junks pirated on the Canton River, lost to the value of \$10,000 taken. 1898—Major General Casagione arrived in Hongkong and assumed command.

TO-MORROW. Tuesday, 19th December, 1899. Chinese—15th of 11th moon of 25th year of Kwang-shi. Sun—Rises..... 6hr. 36min. Sets..... 5hr. 13min. Moon—Full Moon 6hr. 8 a.m. High water—Morning..... 1hr. 30min. Afternoon..... 4hr. 30min. Low water—Morning..... 4hr. 30min. Afternoon..... 2hr. 29min. ANNIVERSARIES. 1842—Sir Hugh Gough and the Eastern Expedition left China. 1851—J. M. W. Turner, painter, died. 1857—Capture of Canton by the British and French forces. 1878—Execution of the murderer Charles Newman at Victoria Gaol. 1890—Opening of a District Grand Chapter of Royal Arch Freemasons at Hongkong. 1898—Rebel leader, Yu Man-tze captured Chang yang and massacred 100 R.C. converts and a French priest, Pere Victorin.

AGENDA.

TO-DAY. Cargo ex *Tosa Maru* subject to rent. 8 for 8.30—Regular meeting of the Jubilee Lodge of Instruction. TO-MORROW. 1 p.m.—Victoria Recreation Club Regatta. 4 p.m.—Election by ratepayers of two members for the Sanitary Board. WEDNESDAY, 20th. Noon—General meeting of the Hongkong Benevolent Society at the City Hall. 1 p.m.—Victoria Recreation Club Regatta. C. P. R. steamer *Empress of Japan* leaves for Victoria B.C. C. N. steamer *Chinghai* leaves for Sydney and Melbourne. N. P. R. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma. C. & O. steamer *Strathgyle* leaves for San Diego (about). 6 p.m.—"E" Co. H.K.V.C. Company Drill at Headquarters. Cargo ex *Glenloch* subject to rent. THURSDAY, 21st. Cargo ex *Glenloch* subject to rent. Cargo ex *Freussen* subject to rent. Cargo ex *Honby* subject to rent. Football—Usual Rugby game. 9 p.m.—A.D.C. performance of "Mother-in-law" at the City Hall. 4.30 p.m.—Football—I.K.F.C. "A" team v. H.M.S. *Orlando*. FRIDAY, 22nd. Football—Shield Tie, Hongkong Engineers v. "F" Co. R.W.F. C. N. Co. steamer *Shansi* leaves for Samarang and Sourabaya.

Cargo ex *Vindobona* subject to rent. 9 p.m.—Dance, given by the Hongkong Engineers and Ship Builders Institute, at the City Hall.

SATURDAY, 23rd. Noon.—P. & O. steamer *Coromandel*, with mails, leaves for England. N. P. R. steamer *Monmouthshire* leaves for Portland, Oregon. O. & O. steamer *Doric* leaves for San Francisco. Football—Shield Tie—"G" Co. R.W.F. v. V.R.C. 9 p.m.—A.D.C. performance of "Mother-in-law" at City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE. Indian (*Caledonia*) to-morrow. English (*Albatross*) 23rd inst. Canadian (*Empress*) 23rd inst. Australian (*Eastern*) 25th inst. American (*Nippon Maru*) 25th inst. German (*Karlruhe*) 28th inst. Australian (*Tianan*) 31st inst. American (*Onsang*) 2nd prox. American (*Coptic*) 10th prox.

The Ben Line steamer *Jonghe*, from Antwerp and London, left Singapore on 10th inst. for this port.

The steamship *Kunming*, from Calcutta and Straits, left Singapore for this port on Saturday, 16th inst., at 4.00 p.m.

The N. Y. K. steamship *Yawata Maru* (Australian Line) left Manila for this port afternoon 18th inst. and is expected to arrive here on the 20th inst., p.m.

The P. & O. Co's steamship *Masilita*, left Singapore for this port to-day at 8 a.m., with the Outward English Mails, and is due here on the 23rd inst. about 4 p.m.

The N. P. S. S. Co's steamer *Energia* sailed from Tacoma for Japan and Hongkong on the 14th inst., also that the Company's steamer *Queen Adelaide* sailed from Yokohama for Tacoma on the 17th inst.

The Imperial German Mail steamship *Karlruhe*, carrying the German Mails, with dates from Berlin of the 27th November, has left Colombo on Sunday, the 17th inst. a.m., and may be expected here on or about Thursday, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. *Isla de Cuba*..... at Kowloon Dock. *Hatching*..... " " " " *Isla de Luzon*..... " " " " *Sinla*..... " " " " *H.C. M.S. Hertha*..... " " " " *Rohita*..... " " " " *China*..... " " " " *Nanyang*..... " " " " *Clara*..... " " " " *Triumph*..... " " " " *Prasin*..... " " " " *D. Juan d'Austria*..... Cosmopolitan " *Memuir*..... " " " "

PASSED THE CANAL. Outward—10th November—*Siam, Tosa Maru*, 14th November—*Willingburg, Bombay Whitehall*, 17th November—*Glenfarg, Bengale, Silesia, Dardanus, Ness, Annam*, 21st November—*Antenor, Preussen, Redoubt, Bergenhus*, 24th November—*Berthelshof, 28th November—Caledonia, Alderney, Hilschi Maru, Holatia, Romney, Thoris*, 1st December—*Salazie*, 15th December—*Kterson, Shanghai*. Homeward—1st December—*Bayern, Java, Marie, Valeris, Orestes, Tonkin*, 15th December—*Oanfa*.

Arrivals. ELSE, German steamer, 900, L. Bothyer, 16th Dec.—Bangkok 8th Dec., Rice, Jeben & Co. DIAMANTE, British steamer, 1,225, R. W. Almond, 17th Dec.—Manila 14th Dec., General—Shevan, Tones & Co. PROSPER, British steamer, 1,390, W. Mackay, 17th Dec.—Singapore 9th Dec., General—Heung Sing Steamship Co. MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 17th Dec.—Portland, Oregon 16th Nov., General and Flour—Dodwell & Co. SINGAN, British steamer, 1,053, F. Jamieson, 17th Dec.—Canton 16th Dec., General—Butterfield & Swire. WINGSANG, British steamer, 1,517, T. H. Sellar, 17th Dec.—Canton 16th Dec., General—Jardine, Matheson & Co. THALES, British steamer, 819, Fassmore, 17th Dec.—Taiwan 14th Dec., Amoy 15th Dec., Swatow 16th, General—Douglas, Laprak & Co. PETRARCHI, German steamer, 1,258, H. Necker, 17th Dec.—Java 7th Dec., Sugar—Order, HERNES, Norwegian steamer, 849, J. C. Jensen, 17th Dec.—Tientsin and Chefoo 10th Dec., General—C. E. & M. Co. CHINOTU, British steamer, 1,459, J. Williams, 17th Dec.—Mojito 11th Dec., General—Butterfield & Swire. ARGEL, British steamer, 1,855, W. H. Gibson, 17th Dec.—Kutchinozu 12th Dec., Coal—Mitsui Bussan Kaisha. SIAM, British steamer, 2,489, Clahan, 17th Dec.—Antwerp 17th Dec., and Singapore 18th Dec., General—Melchers & Co. WUHU, British steamer, 1,230, W. Benson, 17th Dec.—Wuhu and Chinkiang 12th Dec., General—Butterfield & Swire. LIGHTNING, British steamer, 2,122, S. H. Nelson, 18th Dec.—Calcutta 29th Nov., Penang 7th Dec., and Singapore 11th, General—David, Sassoon Sons & Co. ANTERON, British steamer, 3,562, M. Jackson, 18th Dec.—Singapore 12th Dec., General—Butterfield & Swire. FEI-CHING, Chinese steamer, 1,037, Gordon, 18th Dec.—Canton 17th Dec., General—C. M. S. N. Co. SHANSI, British steamer, 1,250, Carnaghan, 18th Dec.—Chinkiang 13th Dec., Rice—Butterfield & Swire. PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 18th Dec.—Bangkok 6th Dec., and Anglian 11th, Rice—Yuen Fat Hong. LEAGZPI, Spanish steamer, 583, D. Antonio, 18th Dec.—Manila 15th Dec., General—Order. DR. HANS JUNG KIER, Norwegian steamer, 691, H. Lersbyggen, 18th Dec.—Swatow & Meisel, General—Harding, Buschmann & Meisel. KWANGSI, British steamer, 1,240, A. Harris, 18th Dec.—Takow 13th Dec., General—Butterfield & Swire. WITTENBERG, German steamer, 2,650, L. Madsen, 18th Dec.—Hamburg 28th Oct., and Singapore 12th Dec., General—Carlowitz & Co.

Shipping. Arrivals. ELSE, German steamer, 900, L. Bothyer, 16th Dec.—Bangkok 8th Dec., Rice, Jeben & Co. DIAMANTE, British steamer, 1,225, R. W. Almond, 17th Dec.—Manila 14th Dec., General—Shevan, Tones & Co. PROSPER, British steamer, 1,390, W. Mackay, 17th Dec.—Singapore 9th Dec., General—Heung Sing Steamship Co. MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 17th Dec.—Portland, Oregon 16th Nov., General and Flour—Dodwell & Co. SINGAN, British steamer, 1,053, F. Jamieson, 17th Dec.—Canton 16th Dec., General—Butterfield & Swire. WINGSANG, British steamer, 1,517, T. H. Sellar, 17th Dec.—Canton 16th Dec., General—Jardine, Matheson & Co. THALES, British steamer, 819, Fassmore, 17th Dec.—Taiwan 14th Dec., Amoy 15th Dec., Swatow 16th, General—Douglas, Laprak & Co. PETRARCHI, German steamer, 1,258, H. Necker, 17th Dec.—Java 7th Dec., Sugar—Order, HERNES, Norwegian steamer, 849, J. C. Jensen, 17th Dec.—Tientsin and Chefoo 10th Dec., General—C. E. & M. Co. CHINOTU, British steamer, 1,459, J. Williams, 17th Dec.—Mojito 11th Dec., General—Butterfield & Swire. ARGEL, British steamer, 1,855, W. H. Gibson, 17th Dec.—Kutchinozu 12th Dec., Coal—Mitsui Bussan Kaisha. SIAM, British steamer, 2,489, Clahan, 17th Dec.—Antwerp 17th Dec., and Singapore 18th Dec., General—Melchers & Co. WUHU, British steamer, 1,230, W. Benson, 17th Dec.—Wuhu and Chinkiang 12th Dec., General—Butterfield & Swire. LIGHTNING, British steamer, 2,122, S. H. Nelson, 18th Dec.—Calcutta 29th Nov., Penang 7th Dec., and Singapore 11th, General—David, Sassoon Sons & Co. ANTERON, British steamer, 3,562, M. Jackson, 18th Dec.—Singapore 12th Dec., General—Butterfield & Swire. FEI-CHING, Chinese steamer, 1,037, Gordon, 18th Dec.—Canton 17th Dec., General—C. M. S. N. Co. SHANSI, British steamer, 1,250, Carnaghan, 18th Dec.—Chinkiang 13th Dec., Rice—Butterfield & Swire. PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 18th Dec.—Bangkok 6th Dec., and Anglian 11th, Rice—Yuen Fat Hong. LEAGZPI, Spanish steamer, 583, D. Antonio, 18th Dec.—Manila 15th Dec., General—Order. DR. HANS JUNG KIER, Norwegian steamer, 691, H. Lersbyggen, 18th Dec.—Swatow & Meisel, General—Harding, Buschmann & Meisel. KWANGSI, British steamer, 1,240, A. Harris, 18th Dec.—Takow 13th Dec., General—Butterfield & Swire. WITTENBERG, German steamer, 2,650, L. Madsen, 18th Dec.—Hamburg 28th Oct., and Singapore 12th Dec., General—Carlowitz & Co.

Shipping. Arrivals.

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&c., &c., &c.

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ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [12394]

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FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-
THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

[1242]

12th October, 1898.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
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JAPANESE CURIOS.

JUST RECEIVED.

Plenty of

TOYS AND FANCY GOODS,

AT

MODERATE PRICES.

D. NOMA,

No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 16th December, 1899. [1352a]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [139]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [140]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

To be Let.

OFFICES TO LET.

No. 2A, ICE HOUSE STREET. Immediate
Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a]

TO LET.

HARFORD'S MAGAZINE-GAP
GODOWNS at KENNEDY TOWN.
GROUND FLOOR, 52, PEEL STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th November, 1899. [12]

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB

TWO PERFORMANCES
of the
LAUGHABLE FARCE
entitled
"MOTHER-IN-LAW"

IN THREE ACTS

by
TALFOURD TWIGG, Esq.,

THURSDAY, 21st December, 1899,
SATURDAY, 23rd December, 1899,
Commencing Each Evening at 9 p.m. precisely.

Dress Circle, \$3. Stalls, \$2. Pit, \$1.
Half-price to Pit for Soldiers, Sailors and
Police in Uniform.

Tickets can be obtained at the Booking
Office of the Theatre, City Hall, on and after
MONDAY, 18th December, at 10 a.m.

Booking Office will be open daily from
that date from 10 a.m. to 4 p.m. daily.

Late Trains will run 1 hour after the fall of
the curtain.

H. C. NICOLLE,
Acting Manager.
Hongkong, 14th December, 1899. [1498a]

THEATRE ROYAL,
CITY HALL.

A
will be given on
SATURDAY, the 6th January, 1900,
in the
THEATRE ROYAL,
at 9 P.M.

In Aid of the
SOUTH AFRICAN FUND.

Under the Patronage of
H.E. Sir HENRY & Lady BLAKE,
H.E. Major-General & Mrs. GASCOIGNE,
Commodore & Mrs. POWELL,
and all the
Leading Citizens.

Full Particulars Later.

Hongkong, 12th December, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [18]

For Sale.

FOR SALE.

STOCKBROKERS' TELEGRAM CODE,
Cloth, 492 pp.—\$50; Postage Extra.

Approval.
c/o Office of This Paper.
Hongkong, 25th November, 1899. [1468a]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON,
1900.

NOTICE.

THE Undersigned Vessels will sail from
CHINA DIRECT

FOR
MARSEILLES, PLYMOUTH
AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons. S'hai. H'kong. S'pore.

Parranatta... 4886 Mar. 27 Mar. 31 April 6

Massilia... 5026 April 10 April 14 April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [1499a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 20th Dec., 1899
EMPEROR OF CHINA... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 17th Jan., 1900
EMPEROR OF INDIA... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street. [13]

Hongkong, 27th November, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO

Saint Louis... 13,377 W. Atwell... Dec. 30
City of Dublin... 13,328 J. R. Rae... Dec. 30
Breconshire... 13,359 G. E. Elliott... Jan. 13

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Monmouthshire... 13,874 W. A. Evans... Dec. 23
Aberdeenshire... 13,777 J. Murray... Jan. 27

The attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 14th December, 1899. [14]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Strathgyle... 5,023 about Dec. 30
Caden City... 3,002 about Jan. 10
Belgian King... 5,379 about Jan. 20
Carmarthenshire... 2,929 about Jan. 31

THE Steamship

"STRATHGYLE"
will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
General Agents.

Hongkong, China and Japan.
Hongkong, 11th December, 1899. [1530]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 23rd
instant, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 9th December, 1899. [15]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU R. Nunome	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
FUTABA MARU J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LIGURIAN, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	12th January. Freight.
*SARNIA Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 22nd January. Freight and Passage.
*SILESIA Behrens	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st January. Freight and Passage.
WITTENBERG Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th February. Freight.
HOLSTEN Bahlke	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th February. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
1900, at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Thursday, 22nd Feb.,
1900, at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
WEDNESDAY, the 3rd January, 1900, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 9th December, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Wednesday, 20th Dec.,
at Midnight.

THE Company's Steamship

"CHINA,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on WEDNESDAY, the 20th instant,
at Midnight.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States of America. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail

THE UTILISATION OF LIGHT
DRAUGHT STEAMERS ON
THE WATERWAYS
OF CHINA.

Last Saturday night there was a large gathering of members of the Engineers and Shipbuilders Institute, to hear a paper on the above subject read by Mr. Jacks. Mr. Cook of the Hongkong and Whampoa Dock Co. took the chair and introduced the reader. Among those present were Messrs. Sinclair, Kinghorn, Skinner, Rumsey, Baine, Lt. Hobson, U.S.N., and Capt. Anderson.

Before reading his paper Mr. Jacks read extracts from an address given by Mr. Wenyon and published in the Colonial Institute Journal of 1898.

For some time past the attention of merchants all over the world has been directed to the possibility of a great extension of commerce in the Chinese Empire, owing to the opening up, in part at least, of the magnificent waterways of the Middle Kingdom. We are now in our turn called upon to produce the craft which will navigate these rivers to the best advantage, and safely and quickly carry the commercial products of the country to the market, and our imports in and through these vast regions. The accompanying sketch map (reproduced and enlarged on the black board) of the principal trade routes will give a very fair idea of how far the river steamboat may be utilised, and the comparison which we are able to make, with the results arrived at by the French in Tonquin, will give us a notion of the difficulties to be encountered and overcome. According to Mr. E. Kocher, late of the Imperial Chinese Customs, the main branch of the West River is navigable up to Peking on the Yunnan border, and the other branches and ramifications of its tributaries allow native craft to traverse nearly the whole of Kwangsi and Kwangtung. One of the latest maps of this region, published only a few months back by a French Missionary, the Rev. P. Renault, at Nan-ning, also gives Peking as the limit for large junks. These junks he says carry from 35 to 40 tons in the summer time, when the water is high, and from 10 to 15 tons when the river is low. From Yunnan to Peking the journey occupies ordinarily from 10 to 15 days, and from Nan-ning to Lung-chow a day or two more. Now the writer maintains, that where those primitive craft can go the river steamboat can follow, doing easily in one day the mileage they do in ten, and in the case of light and well designed steel boats with perfect safety; whereas the junks are often wrecked and broken up on the stones and rocks which abound in the rapids. Further Renault states that there are several rapids between Wuchuan and Nan-ning; one below Houen-Chow being considered dangerous, and speaks of the prospect of English built boats of light draught being built for the purpose of navigating them. He proceeds to say that a first trial has already been made in Sept., 1898, when a small steamer ran between Wuchuan and Nan-ning for about a month. None of the Chinese built light draught launches, the writer has observed, have so far fulfilled the conditions necessary for this kind of navigation and would probably soon come to grief; it is most likely therefore, on that account, that the run has not been continued. In Mr. A. Colquhoun's account of his voyage across China, he states that the West River might easily and at no extravagant cost be made navigable to light draught steamers for a great distance inland. As you know, the *raison d'être* of the Tonquin Campaign was to secure a trade route from the sea to Yunnan and our French neighbours by dint of heavy subsidies to shipowners, opened regular lines of traffic up to Laokay on the Frontier of Yunnan, about the same distance from the capital, Yunnan-fu, as Peking. Goods are also conveyed to this important commercial centre from Saigon by way of the Yangtze, so that in reality the navigable heads of the three great rivers come within a few hundred miles of each other. The Songkoi or Red River is navigable all the year round, up to Tan Quan or Yenchow. From the head of the river, there are three months during which the passes in the rapids become very narrow and shallow, and only the smallest type of boat can go up, carrying mails but no cargo. These rapids are sometimes difficult to negotiate, as they are generally caused by some bend or obstruction in the river, such as the Tac-tui or grand rapid, which is situated just below a sharp elbow of the river, an island of cobble stones being thrown up in the middle, the current in the channel, running over seven knots by the patent log. Photographs of rapids on the West River, by Mr. Colquhoun, show a very similar formation to those in Tonkin and from views of the cataracts on the Nile, the writer is convinced that they are all much about the same, and that the modern steamboat can overcome these obstacles, and although we are not quite prepared to build boats to run on the dew, or float in a fog, as they say they do in California; still, if there is a couple of feet of current and width to pass (which can be made with a judicious application of dynamite where necessary) it is possible to get there. As to the time required to reach Yunnan-fu by the different routes, let us take first the Tonquin route, from Hongkong to Haiphong, minimum two days, Customs' formalities and transshipping occupying generally three days; transshipping again at Haiphong, one day; Hanoi to Laokay, five days; Laokay to Yunnan-fu, fifteen days, total 23 days. The present time from Hongkong to the capital of Yunnan would be if cargo was transhipped to Junk at Samshui, about 43 days; if continued by river steamer, Peking would be reached in 4 or 5 days, thence to Yunnan-fu, 16 days, total 23 days. Thus it is possible for imports to reach the central market of Yunnan and beat the Tonkin route by a few days, to say nothing of escaping from the French transit tariffs, high freights, and repeated transshipments. Of the Yangtze route, although the time would be a little longer, still it must be remembered, that Hankow is practically a sea port, and that the rich province of Szechuan, and the northern part of Yunnan, would probably be supplied by that route, as soon as river steamers, came on the scene in the upper reaches.

The type of boat most suited for shallow rivers, has been a keenly disputed point. Mr. Yarrow backing up the stern wheel, whilst Mr. Thornycroft brought out the guide blade propeller; French builders tried boats with tunnels built for the propellers, sometimes with a screw, sometimes with a paddle, and sometimes with a water rising and falling, the tunnel as full speed was attained. In shallow water however the hull comes so close to the bottom, that the supply of water is insufficient and the propeller only acts as a churn; moreover, the danger of the screws striking, or getting fouled by debris, completely precludes the practical use of the screw propeller, in rivers such as we have to deal with. We have to go back to the first year of the present century, to find the only type of boat that can successfully tackle narrow and tortuous rapids with any degree of safety, and there we find the Clyde built steamer, the first practical *Hambleton*, working on the Forth and Clyde Canal. She was built by Symington in 1801 and called the *Charlotte Dundas*.

Our American cousins, or one of them at all events, caught up the idea from which, in all probability, the design of the great and wonderful steamboats of the Ohio and Mississippi sprang. But to come down to date, their superiority for river work was first brought to the front in Europe during the Nile Campaign of 1885, when the Yarrow boats, *Lois* and *Water Lily* successfully passed the cataracts, where two of Messrs. Cook's side wheel boats had been wrecked. The French Government ordered about a dozen for Tonquin from a firm in Paris, which were sent out in pieces and erected at Haiphong. With these boats naval officers made strenuous efforts to reach the frontier but without success. When you look at a sample of the boat they had, you will not be astonished, for they would neither steer with certainty, nor steam at any speed. Another type, longer and narrower, went too far in the other direction, and found difficulty in turning in the rapids, generally returning to the arsenal demolished in one way or another.

The first steamer to reach the Chinese Frontier by inland water was built of wood from an American model, the engines were likewise of American origin, with long wooden connecting rods. The principal dimensions of this boat were as follows: 100 feet long, 20 feet beam, 4 feet 6 inches deep, engines to 100 cylinders, 3 feet stroke high pressure exhausting into the funnel. Her speed however was barely sufficient, and hawseers were required in the big rapids to steady her through. The model however was a step in the right direction and two larger composite boats put in hand, the first of which, the *Yunnan* made a record trial trip in the Summer of 1890 with Governor General Piquet and his staff on board, five days from Hanoi to Laokay, at a time of heavy floods when the junks, ordinarily taking 6 weeks, could not face the current at all. These wooden boats ran great risks, the first, the *Laokay* after running about three years, struck a rock and sank in deep water, a total loss. The *Yunnan* ran fairly clear, but her sister ship the *Choboo* has been sunk three times, at different points of the river. This decided the abandonment of wood for steel hulls, and three of mild steel followed; improvements, based on experience, taking place in machinery and model at the same time.

In describing the construction of these boats, perhaps the best example will be that of a Columbia river stern-wheeler, and to the iron shipbuilder or engineer, it will no doubt appear an extraordinary structure, but for distribution of weights by the system of trussing employed, it would be difficult to beat. The hulls are constructed with all the lightness in any way consistent with safety against falling to pieces, and only high pressure engines are used. The valve gear has often to be adjusted as the boat is loaded or unloaded, as the fact of the boat being slack or tight on her staves will cause a difference of length of the eccentric and valve rod, of in extreme cases, 1 1/2". The lines of some of these boats, especially those plying on the Columbia river are very graceful, the straight stern having been retained, and wonderful speeds are obtained in some cases. The lines of course vary according to the work the boat is built for, cargo boats having shape very full in the hull, adding to the carrying capacity, the dead-weight of freight increases. Tow boats are sharper, as their coal is generally carried amidships, whereas cargo-carriers often pick up tons of stuff from the river bank and land it at next stoppage, without shifting it from the bow. On that account the best general shape, is well defined, rising lines, so that the displacement is made downward rather than sideways. This prevents the boat when driven hard from burying herself; the wall sided model having in some cases shown less speed, whilst exerting more power. Model No. 2 was a good example of this as during her first voyage, although the stern was fully five feet above still water line, the wave in some of the rapids actually foamed over the bow. After visiting the Columbia river steamboats, closely examining their structure, and following their movements, the writer decided to take a departure from the original American model and try the spoon bow, as adopted by Yarrow and other builders in England. Models No. 6 and No. 7 were built together, of the same displacement and having identical sets of compound surface condensing engines; the result was about a quarter of a knot of speed, in favour of the spoon bow in still water, and very great facility of manoeuvring in the rapids, where the wall sided bow is liable to be caught by the current on one side, and the boat whirled round like a tee-tum. The midship section is perfectly flat to the bottom, (the drawing shows the overturning guards). These boats are steered by two, three, or even four rudders, fixed usually between the stern and the wheel. Outside rudders are not only too much exposed, but have no control over the boat at all in backing and if not soon smashed up by drift wood thrown on them by the wheel, they would probably get broken off at the first sharp turning; as owing to the form of the stern, it swings round in obedience to the rudders guiding the bow into the channel; and it is not at all an uncommon sight to see the wheel throwing mud and soda off the bank, over the awning aft. The old Mississippi boats used to have one balanced rudder amidships, and two wing rudders, these wing rudders were hooked on to what was called a bustle, built in the hull, leaving a sort of tunnel, in the middle of the stern, where the water came up to the wheel, and which left room for the balanced rudder to swing. The bustle gave additional buoyancy to the hull right aft, but the steering power was not improved, and the boat could not guide herself going astern, which is necessary in leaving a river bank where there is no wharf. With the ordinary long straight rudder the best form of rudder is a fork with a round stem on it to take the tiller; which is attached to the other tiller by an adjustable coupling rod, the fork being deep and strong enough to take the whole depth of the rudder between its jaws. The rudder is thus simply two or three wide planks of sufficient thickness cut out to clear the round of the wheel, on the after half of the blade, the part under the stern hollowed out to clear the debris, that comes down the river after floods. Spare planks can be kept on board ready fitted, as with paddle floats, in case of accident. The wheel is often subjected to bruising, and the account should be built in the simplest manner possible. Feathering wheels, besides being too heavy, would never stand the wear and tear in these silt bearing streams, where the water is about the consistency of pea soup. The form of wheel the writer found most suitable, and giving least vibration, was of the ordinary radial type; having the largest diameter possible consistent with the power of the engines and size of the boat, three bosses, carrying paddle arms, so arranged that the floats on one half of the wheel are between those of the other half or staggered, sufficient space being left between the two rings to reel the floats when the boat is loaded.

(To be continued.)

Of warships building in England at the present time there are, as near as possible, 95. Twelve of these are battleships, 32 cruisers, 41 torpedo-bait destroyers, 4 gunboats, and 6 monitors. Of these about a quarter are building at the Government yards, the rest being under construction in different parts of England and Scotland.

UNCLAIMED LETTERS FOR THE POST OFFICE.

Letters for the following persons left at the Post Office:

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Blum, M.
Bird, E. G.
Bachmann, Mrs. E.
Bingham, Mrs.
Bewick, P. M.
Boully, Miss.
Baudouin, H.
Barton, W. T.
Bückendorf, A.
Busch, Mrs. C. M.
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Bowley, C.
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Hutton, S. F.
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Johnston, A. H.
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Lambe, W. P.
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Leopold, E.
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McKay, A. L.
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Piemonte, T. F.
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Pelley, E. Le.
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Pierce, W.
Peller, Rev. H. C.
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Stone, Miss J.
Seeborg, Capt. T.
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Taber, Miss H.
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Hesselt, W. H. C.
Havitt, Maria.
Hold, J. G.
Howard, J. C.
Hutton, S. F.
Haimovitch, E.
Imligian, S.
Johnston, A. H.
Johnson, H.
Jonas, Miss L.
Kunkel, M.
Karnot, J. J.
Kyndgen, A.
Lambe, W. P.
Lawson, H. E. W.

List of Registered Covers in Poste Restante.

Antonietta, Ferriolo.
Bonamont, P.
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Crawford, J. R.
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Chief Engineer Hong Kong Railway.
Cumpston, W. H.
Droz, E.
Dahl, L.
Falkenick, S.
Felix, Dr.
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Fontana.
Grimes, J. H.
Harding, W. A.
Hesketh, S. B. (2).
Hooper, G. W. (4).
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Kalandar Khan.

List of Registered Covers for Merchant Ships.

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S.S. Looet J. H. Gill (2).
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S.S. Patroclus W. R. Wignmore.
S.S. Parang Chief Engineer.
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S.S. Sungkang C. A. Howard.
Ship Simla Fielding.
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List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

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Barb. Bayern.
Childs Hotel.
Chander Bengibb.
Collier.
Jowill.
Lochohlong.
Goetz Steamship Chusan.
Haydenite.
Hohetseeff Mansinwoh.
Kaderbacha.
Kienksee.
Kongkong Cheong—Wenglock Khye.
Kwangphong.
Kysingirumi Co. Yassiamu.
Mate Ship Simla.
Miss Mitchell on board steamer Shanghai.
Miss Slade Prinz Heinrich.
Mohamed Khan.
Morgan Bayern.
Poon.
Quamponlog.
Rennie.
Robinson.
Tackseong.
Thiemong, Hongkong Hotel.
Turner.
Ward Post Office.
Washing.
Wibor.
Wibor.

Wongkong Ojo Chanlysang 86 Wellington St.
Wong Yee Chup Kuan Thai.
Yanshan.
Ziervogel Germania.
F. VON DER FORTEN.
Manager in China.
Hongkong Station, 8th December, 1899.

Shipping.

STEAMERS.

GLAS STEAMSHIP COMPANY, LIMITED.
THE Company's Steamship
"THE" ship
Captain Passmore, will be despatched as above Ports, TO-MORROW, the 19th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO., General Managers.
Hongkong, 18th December, 1899. [1538a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.
THE Steamship
"LEGASPIPI"
Captain A. Yribar, will be despatched as above on WEDNESDAY, the 20th instant, at Noon.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light, and the First class Saloon and State-rooms are situated amidships.
For Freight and Passage, apply to
LIZARRAGA HERMANOS, Agents.
No. 6, Beaconsfield Arcade, Hongkong, 15th December, 1899. [1561a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"CHINGTU"
Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd November, 1899. [1562a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU"
Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return-Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd November, 1899. [1562a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"SHANSI"
Captain Carnaghan, will be despatched as above on FRIDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th December, 1899. [1562a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLUS"
Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th December, 1899. [1562a]

SHEWAN TOMES & CO.'S "NEW-YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ASAMA,"
will be despatched for the above Port, about the 27th instant.
To be followed by
The Steamship
"QUEEN ELEANOR,"
about the 15th January, 1900.
and
The Steamship
"MORVEN,"
about the 15th February, 1900.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 8th December, 1899. [1562a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship
"AIRLIE,"
Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return-Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 9th December, 1899. [1562a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFRIDI"
will be despatched for the above Port about the middle of January, 1900.
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 5th December, 1899. [1562a]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DIOMED,"
Captain Goodwin, will be despatched on TUESDAY, the 9th January.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th December, 1899. [1538a]

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"TANTALL"
Captain Bartlett, will be despatched on FRIDAY, the 22nd instant.
Taking Cargo to LIVERPOOL at LONDON Rates.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th December, 1899. [1466a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ANTENOR,"
Captain Jackson, will be despatched on TUESDAY, the 23rd January.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1899. [1539a]

Consignees.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
S.S. "PREUSSEN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 21st instant, and THURSDAY, the 28th instant, at 9.30 A.M.
All Claims must reach us before the 28th instant, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co., Agents.
Hongkong, 13th December, 1899. [1394a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 20th instant, will be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
McGREGOR BROS. & GOW, Agents.
Hongkong, 13th December, 1899. [1548a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This vessel brings Cargo:—
From Trieste, ex S.S. *Imperatrix*, transhipped at Bombay.
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 14th December, 1899. [1510a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 16th December, 1899. [3]

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"SUISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge, or remaining on board after Noon, the 20th instant, will be landed at Consignees' risk and expense into Godowns East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th December, 1899. [1562a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BOMBAY,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Italy, ex S.S. *Thaeta*,
From Madras, ex S.S. *Lodianna*.
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 15th December, 1899. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"VINDOBONA,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 15th December, 1899. [1527a]

Intimations.

CARBOLINEUM-AVENARIUS.
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

JUST LANDED.
S.S. *Chingtu*.

A SMALL Consignment of PINEAPPLE BRAND AUSTRALIAN FRESH-STREAKY BACON.
H. RUTTONJEE,
13 & 15, D'Almeida Street,
21 & 22, Elgin Road, Kowloon,
Hongkong, 24th November, 1899. [1464a]

DUMINY & CO.
CHAMPAGNE
EXTRA DRY

Carte D'Or
800
Billery
Demi 800
Carte Blanche
Chateau de
Charmillon

M. OPPENHEIMER & Co., Paris.

RIGAUD'S
White Violets
EXTRACT

This fugative and delicate perfume is persistent as an Extract for the bath, for the hair, for the skin, for the soap and powder, it has been adopted by the most refined French Society.

10,000
White Violets
equal each bottle of
RIGAUD'S EXTRACT
PARIS

Intimations.

CHRISTMAS & NEW-YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on SATURDAY, MONDAY and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January, 1900, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHAMFREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, HONGKONG,
S. CHOH,
Agent.

For the IMPERIAL BANK OF CHINA, HONGKONG,
E. W. RUTTER,
Acting Manager.

Hongkong, 16th December, 1899. (1565)

MITSUBISHI KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinomiya Coal Mines.

Onomura Coal Mines.

No. 1, Ohsuji Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoua Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Kanagatani Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mitsui Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBISHI KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. (145)

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an

EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

to this Office.

Hongkong, 18th August, 1899. (1048)

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

ERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENT, HUMBER and GLADIATOR Co., Ltd.,

DUNLOP TYRES & BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A.....\$12

Quality B.....\$10

40, QUEEN'S ROAD,

Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 13

de-la-Peque Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

Hongkong, 22nd September, 1898. (145)

SIEN TING,

SURGEON DENTIST,

No. 10, D'ARQUER STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. (143)

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. (18)

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

Hongkong Harbours—

REUCE, American ship, D. Whitmore—Stan-

dard Oil Co.

EXCHANGE.

Hongkong, 18th December.

ON LONDON, Telegraphic Transfer, 1/11 9/16

Bank Bill, on demand 1/11 9/16

Credit, 4 months' sight, 2/10 5/16

D'Amato, 4 months' sight, 2/10 5/16

ON BERLIN, (demand), 2/10 5/16

Credit, 30 days' sight, 2/10 5/16

ON NEW YORK, Bank Bill, on demand, 48

Credit, 30 days' sight, 48

ON BOMBAY, Telegraphic Transfer, 1/11 9/16

On demand, 1/11 9/16

ON SHANGHAI, Telegraphic Transfer, 72

Private, 30 days' sight, 72

ON YOKOHAMA, T.T., 34 per cent. prem.

Sovereigns, Bank's Buying Rate, 53.20

Gold Leaf too touch, per tola, 53.10

Bar Silver, 27 5/16

Dollars, 48 per cent. prem.

OPUM QUOTATIONS.

Hongkong, 18th December.

New Patna, 99 1/2 per chest,

New Benares, 910

New Malwa, 920 per picul,

Old Malwa, 910

Persian, paper flod, 640/850

The Share Market.

LATEST QUOTATIONS.

(December 18th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	348 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyer
The Bank of China & Japan, Limited (Deferred)	£ 3	65.5 buyers
National Bank of China, Ltd.	£ 1	£10
Do. Found.	£ 1	£10
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$240
China Traders' Ins. Co., Ltd.	\$ 25	\$38
North China Ins. Co., Ltd.	£ 25	Tls. 190
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$110
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$24
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$327 1/2
China Fire Ins. Co., Ltd.	\$ 20	\$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$31
Indo-China Steam Navigation Co., Ltd.	£ 10	\$82
China & Manila S.S. Co., Ltd.	\$ 50	\$90
Do. Ltd. Steamship Co., Ltd.	\$ 50	\$53
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£9.15 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£9 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 5	£5
Star Ferry Co., Ltd.	£ 10	\$21
"Shell" Transport & Trading Co., Ltd.	£100	£240
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$120
Luzon Sugar Refining Co., Ltd.	\$100	\$47 1/2
Mining.		
Punjab Mining Co., Ltd.	\$ 6	\$7 1/2
Punjab Mining Preference Shares	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	\$330
Queen Mines, Ltd.	25 cts.	\$0.40
Land, Hotels and Buildings.		
Trading Co., Ltd.	\$ 5	\$12 1/2
Raub Alian Gold Mining Co., Ltd.	15s. 10d.	\$61 1/2
Oliver's Freehold Mines, Ltd.	\$ 5	\$9
Oliver's Freehold Mines, Ltd.	\$ 4	\$6 1/2
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.55
Do. (Preference)	\$ 1	\$0.50 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$25
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$45 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$20
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$58
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 70
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 73
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 350
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 58
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$24 sales
China-Borneo Co., Ltd.	\$ 15	\$15 1/2
A. S. Watson & Co., Limited	\$ 10	\$15.75
Watkins, Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	£ 10	\$130
Hongkong Rope Manufacturing Co., Ltd.	\$ 80	\$310
Geo. Fenwick & Co., Ltd.	\$ 25	\$42
Hkong Ice Co., Ltd.	\$ 25	\$126
Hkong High Level Tramways Co., Ltd.	\$100	\$150
Dairy Farm Co., Ltd.	\$ 6	\$6
Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$15 buyers
Rel's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$4
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 4	\$4
Tebrau Planting Co., Ltd.	\$ 4	\$4

VISITORS AT THE HONGKONG HOTEL.

Adams, Mrs. C.	Macdon, Mr. H. A.
Aikens, Mr. J. H.	Maslovsky, Mr. W. W.
Andrews, Mr. and Mrs.	Mason, Mr.
Angus, Mrs. John	Mason, Miss
Arden, Mr. W. S.	May, Mr. J. Y.
Baker, Mr. R. H.	Mayerkin, Mrs. and
Barlow, Mr. B. J.	McGill, Mr. W. E.
Beebe, Mr. G.	McKay, Mr. T. D. and
Berthel, Mr. J.	valer
Black, Mr. J. R. M.	McLeod, Mr. and Mrs. E.
Blackburn, Mr. and	Merton, Mr. and Mrs.
Botter, Mr. A.	and maid
Brach, Mr. B.	Merton (2) Misses
Bretault, Mr. E.	Messer, Mr. T. S.
Brown, Mr. J. W.	Miller, Mrs. Raymond
Brownlow, Mr. E. O.	Morrison, Mrs.
Brusse, Mr. G.	Murphy, Mr. E. O.
Burgdorf, Mr. T. F.	Nagelmackers, Mr. H.
Busch, Mr. and Mrs.	O'Neill, Mr. J.
Caldwell, Dr. W. G.	Parfitt, Mr. W.
Carter, Mr. J.	Pellet, Mr. and Mrs. L.
Clark, Dr. and Mrs. F.	Pepperman, Mr. and
Coleman, Miss	Perry, Mr. J. C.
Coleman, Mr. and Mrs.	Pierce, Mr. J. C.
Collins, Mrs.	Pratt, Mr. F. R.
Crerar, Mr. J. P.	Ramsay, Mr. N. R.
Cunliffe, Miss	Reeves, Mr.
Davidson, Mrs.	Richardson, Mr. and
Denroche, Mr. P. C.	Mrs. C. E.
Doyle, Mrs.	Richardson, Miss
Drum, Miss	Robins, Mr. S. J.
Edge, Col. and Mrs.	Rodder, Mr. Thos.
Fanell, Mrs. and child	Roditi, Mr. H. O.
Finlay, Mrs. and child	Rolph, Mr. R. T.
Finlay, Misses (2)	Sanger, Dr. and Mrs.
Fravergel, Mr. R.	Scott, Mrs. P.
Fuckel, Mr. W.	Simmons, Mr. H.
Gearin, Mr. H.	Smith, Mr. E.
Gearin, Mrs. and Miss	Smythe, Mr. A. J.
Gibson, Mr. & Mrs. K.	Hamilton
Goddard, Capt.	Taylor, Mr. B.
Godman, Mr. J.	Taylor, Mr. H. J.
Green, Mr. F. E.	Thomas, Mr. & Mrs. C.
Griffin, Major and Mrs.	Thorpe, Mr. D.
Groves, Mrs.	Thurman, Mr. A. C.
Hall, Mr. B. J.	Tibbey, Mr. H. M.
Haland, Miss	Triqabal, Mr.
Hammen, Mr. W. G.	Vaughan, Mr. H. S.
Hannay, Mrs. J. W.	Vickers, Mr. C.
Hannay, Miss	Waghorn, Mr. G.
Haynes, Mrs.	Waldow, Mr. R.
Horsely, Mr. and Mrs.	Walling, Mr. and Mrs.
Howard, Mr. T.	B. T. and child
Ireland, Mr. L. F.	Whiley, Mr. & Mrs. W.
Jackson, Mrs.	Whitlow, Mr. and Mrs.
Jeffrey, Major & Mrs.	A. W.
Johnston, Mr. W. A.	Wild, Mr. and Mrs.
Joseph, Mr. and Mrs.	Wilmott, Capt.
Katsch, Mr. E. A.	Williamson, Mrs. J.
Kenna, Mr.	Wingard, Capt. A. W. S.
Kinghorn, Mr.	Worfield, Mr. and Mrs.
Kirkwood, Mr. J.	Wyles, Mr. W. S.
Kunkel, Mr. & Mrs. M.	Zuniga, Mr. J. M. de
Leggatt, Mr. E. A.	
Levy, Mr. L. A.	
Lutz, Mr. E.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Berndt, Mr. Louis Longuet, Mr. and Mrs.
Bryant, Mr. H. F. R.
Burg, Mr. P. A.
Clark, Mrs. A. C.
Corbuck, Capt. Van
Dann, Mr. G. H.
Denison, Mr. A. L.
Dow, Mr. P.
Elsdale, Colonel H. S.
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Gray, Mr. Edward F.
Halford, Mr. E. R.
Helm, Mr. H. L.
Iburg, Mrs.
John, Major G. R. St.
Kofelt, Capt.
Lee, Mr. J. E.
Flynn, R.N. Rev. F.
Johnston Mr. R. F.
O'Leary, Mrs. T. S.
Ormsby, Hon. & Mrs.
R. D.
Ormsby, Miss
Russell, Mr. and Mrs.
Volpicelli, Consul
Volpicelli, Madame

CRAGIEBURN.

Flynn, R.N. Rev. F.	Simonds, Capt. C. B.
Johnston Mr. R. F.	R.A.
O'Leary, Mrs. T. S.	Simonds, Mrs.
Ormsby, Hon. & Mrs.	Snow, Lt. C. F., U.S.N.
R. D.	Snow, Mrs. C. F. and
Ormsby, Miss	daughter
Russell, Mr. and Mrs.	Volpicelli, Consul
Volpicelli, Madame	

VESSELS IN PORT.

Steamers.	
CHINA, American steamer, 3,187, W. B. Seabury, 9th Dec.—San Francisco 9th Nov. and Shanghai 6th Dec., Mails and General.—P. M. S. S. Co.	
CHOWFA, British steamer, 1,935, J. Williamson, 12th Dec.—Bangkok 2nd Dec. and Hong Hin 5th Dec.—Butterfield & Swire.	
CLARA, German steamer, 675, A. Hansen, 20th Nov.—Haiphong 26th Nov., Rice.—Jensen & Co.	
DEVAYONGSE, British steamer, 1,057, Richard Curtis, 15th Dec.—Bangkok 6th Dec. and Ang Hin 8th Dec.—General.—Yuen Fat Hong.	
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 16th Dec.—San Francisco 17th Nov., Honolulu 24th, Yokohama 7th Dec., Kobe 6th, Nagasaki 10th, and Shanghai 13th, Mails and General.—O. & O. S. Co.	
EMPRESS OF JAPAN, British steamer, 5,501.	
G. A. Lee, R.N.R., 2nd Dec.—Vancouver 10th Nov. and Shanghai 6th Dec., Mails and General.—C. P. R. Co.	
GERMANIA, German steamer, 1,174, A. Möller, 11th Dec.—Bangkok 3rd Dec., Rice.—Jensen & Co.	
HAICHONG, British steamer, 1,267, W. Davis, 16th Dec.—Foolchow 13th Dec., Amoy 14th, and Swatow 15th, General.—Douglas, Lapraik & Co.	
HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co.	
KONG BENG, British steamer, 862, F. W. Joslin, 13th Dec.—Haiphong 11th Dec., Rice and General.—Butterfield & Swire.	
KÖNIG ALBERT, German steamer, 10,600, O. Clippers, 13th Dec.—Yokohama 4th Dec., Mails and General.—Melchers & Co.	
MENMUI, British steamer, 1,580, S. J. George, 6th Dec.—Sourabaya and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.	
NANYANG, German steamer, 983, Th. Lehmann, 3rd Dec.—Canton 3rd Dec., General.—Siemens & Co.	
PHRA NANG, British steamer, 1,021, A. S. Calder, 14th Dec.—Bangkok 5th Dec., and Ang Hin 7th, Rice and General.—Yuen Fat Hong.	